Traffic at the Office Mart.

Washington City, Thursday, March 10, 1833. We are filled to-day with all possible rumors concerning approaching appointments, most of them prehadowing, if they should appears, nere nepotism, by a long shot, than was bargained for by the Democratic masses, when voting on the 2d of ist November. Though I have no idea that we are to have any such era, as I write you need, I must note what appointments the politicians here regard as settled upon. Thus, the immediate friend of the President dent, Mr. CHABLES H. PRASLEE, of New-Hampshire, t is said, is positively to be the Collector of the Port of Boston; while the Mr. Bishtor who was a late Democandidate for Governor of Massachusetts, and who was also fortunate enough to marry a niece of Secretary McCLELLAND, is to receive the appointment of Surveyor of the same port, or Naval Officer; at all

events, the post now held by Hon. CHARLES HUDSON.
To continue, it is insisted that a nephew of CHARLES G. GREENE, Esq., a Mr. BAYLEY, is to have the Boston Post Office, while a son of the late Dr. Linn, of the U.S. Senate, is to get the St. Louis Custom-House. This list of men who are lucky enough to be connected with leaders by ties of blood or marriage, is large enough for to-day. You shall have more of them by-and by, if it should turn out that such is to be the style feast to which the Democratic National Conventon invited the hundreds of thousands of Democrati who are so unlucky as not to be so related or connected.

All the remains of the Mexican war, well nigh, are spon as already for office. I understand that every her's son of the fifteen surviving officers of the 15th Regiment, but two, are now actually in this city, for office. While these gallant gentlemen doubtless deserve well from their country, I fancy that those who ed General Pierce are not disposed to subscribe to the Democracy, the justice, of the principle which will justify the rendition of the civil offices to military men by regiments, after this fashion. Nearly all the surviving ers of the late 10th Regiment, are also said to be on the ground, as well as hundreds of others who served in other corps engaged in the Mexican War.

Gov. Dunlor of Maine, is here, after the Collector

ship of Portland, with at least six rivals, of whom I have already heard.

The contest for the mission to England, so far, is be-

tween Mr. Buchanan and your Gen. Dix, with the certainty of the appointment of the former. I care not who may may want the position. I come to that conclusion because, throwing out of the calculation Mr. B.'s decidedly "protective" proclivities, he will best represent the animus of the party now in power.

A strong New-York Hunker party are pressing Dan-THE S. DICKINSON for the Collector of the Port of New-York, with no chance for his appointment. The truth is, the administration will fill that post with the man whom, after long and careful reflection and investigation, they shall judge most likely to use the patron age incident to it most beneficially for the consumma tion of the grand object of keeping the party an unit in the Empire State, which gentleman is not Hon DANIEL S. DICKINSON, whose Hunkerism is of the very bitterest order. Some sagacious and moderate man of that wing of the party, however, will be appointed, and ten to one the post of Sub-Treasurer of New-York will be tendered to Mr. D.

Senator BRODHEAD is urging the appointment of a Judge Elipand, of his own region of Peunsylvania, for the post of Collector of Philadelphia. His backing will insure his defeat, if nothing else brings it about ; for no politician of sagacity will give the best places to those of the minerity wing of a party. Such, at least, was the axiom of one THOMAS JEFFERSON, who wielded the appointing power with far more success than it has er been wielded in this country before or since.

A Mr. James is moving heaven and earth to get the post of Naval officer at Philadelphia.

Though there are North Carolinians here in droves but two of them ask federal offices out of the State As wonderful as this fact may appear, it is nevertheless true. There are DUNCAN K, MCRAE of Wilmington who asks the mission to Chili, which he will not get, and JOHN H. WHEELER, late of Charlotte, who desire the sixth Auditorship of the Treasury, which he will get. Mr. McRas will doubtless get some handsome appointment abroad, however; if only because North Carolius is so unexpectedly and extremely modest on this interesting occasion.
South Carolina, heretofore emphatically a place-distance of the control of the contr

daining State, is now, however, essentially ring;" asking for far more than can possibly be no corded to her hungry patriots, without doing injustice to others, equally, if not more rancorous.

To give you a a slight idea of her demands in this connection, I may mention that A. G. SUMNER, Esq., of that State, only asks the Consulship at Rio; M. L. BONHAM, Esq., (a Colonel in the Mexican War.) the Liverpool Consulably; — Johnston, Esq. the Consul-ship at Belfest; and J. D. Ashmore, that at Havana,

C. Pore, Esq., of the same State, asks to be made Marshal of the new Territory of Washington; J. J. MAR TIN to have the Secretaryship of the Legation at Chili and A. G. Rice, Esq., that of the Legation at Paris while F. Burt, Esq., (brother to Hon, WM. BURT, of the House of Reps.,) desires to be the new Register of the Treasury : Wat. LAVAL asks the post of Sub-Treasurer at Charleston, and there are ne less than four applicants for the U. S. District Attorneyship of the South-Carolina District, viz : T. Y. SUMNER, Esq., Wm. A. PRIN GLE, THOS. EVANS and Mr. DE TREVILLE. Mr. W. Y. LEITCH, a Whig, asks to be retained as the Surveyor of the Port of Charleston, while Messrs. MYER JACORS, BONNEAUTHEAU, and Mr. JERVEY are each after Mr. LETTCH, or rather his office, "with a sharp stick. Though just reflected to Congress, the Honorable and estimable Mr. WM. F. COLCOCK wishes the Collectorship of Charleston, and will get it, doubtless.

Who can read the above list without agreeing with me in the opinion that South Carolina, heretofore stiffbacked, has indeed broke out in a fresh place. ASMODEUS.

LATEST NEWS BY TELEGRAPH.

Southern Telegraph Office, corner of Hanover and Beaver-st Legislature-Tolls on Railroad-Insult to Mr. Burroughs. Special Dispatch to The N. Y. Tribune:

ALBANY, Friday, March 11, 1853. Although the House twice resolved not to impose tolls on railroads they passed a bill this morn-ing to impose such tolls. It was hitched on to the Tax bill and received 81 votes to 28 against it. It received a great many votes, particularly among the Democracy, under the impression that it will be blocked in the Senste. The Hudson River, Harlem, Long Island and other Roads east and west of the termini of the Erie Canal are not of course included in this bill, they not competing with the canals.

D. B. Taylor made a flutter in the House this morning by introducing a series of resolutions in dorsing the eminently national doctrines of the Presi dent's Inaugural. Mr. O. Keefe said they were got up be, and indignantly moved to lay them the table. Taylor said if they were for Buncombe, so was the Inaugural; for they were made of quotations from that document. They lie over under the rule,

The Speaker to-day disgraced himself to insult Burroughs, who asked for the Ayes and Noes, as any member may on any question, when the Speaker ordered him to take his seat and refused to listen to his demand. It was a very gross outrage. The more gross

from the manner in which it was d It has been snowing hard here all day.

Sun Rosa. Tte President and Democratic Committee-

Appointments Certain and Uncertain. WASHINGTON, Friday, March 11, 1853. The city has been quiet to-day, owing to the

absence of the President. The Democratic Commit-tee of Washington proposed to call upon Mr. Pierce. He refused to receive them as a body, but invited them to call upon him individually.

Jeremiah Colburn has been appointed Assistant Appraiser at Boston

It is rumored that Gideon G. Westcott will have the Post Office at Philadelphia.

W. H. Farrar, of Besten, has a good pros pect of being appointed Attorney-General of Oregon. The withdrawal of Cartter leaves but three competitors for the office of Commissioner of Patents, H. Burdan, of Chicago, DeBow, of New-Orleans and C. L. Woodbury, of Boston. The first named of the three has the best chance.

Benton on the Pacific Route-Removal and Appointment Matters.

WASHINGTON, Priday, March 11, 1853. Mr. Benton will publish, in a day or two, a pamphlet on the subject of the most practicable route for a Railroad to the Pacific, and the best made of con-

Mr. Marcy has told the Clerks in the State Department that none will be removed who faithfully discharge their duties—at which Democrats complain. The President and wife arrived here this

From Illinois there is but one applicant for each office, the Delegation having agreed upon a list which was deposited in the several departments having the disposable offices.

The rush for office is absolutely upparalleled.

Appointments, &c.

The general principles upon which appointments are to be made, have been definitely settled from the commencement of the Administration. Vacancies are to be filled first—and heads of Bureaus appointed. Subordinate offices are to be filled gradually, and not so as to be detrimental to the public business—all to be up-on the grand of merit Senate are determined to support the

President by confirming every appointment.

Hon. Lorin P. Waldo, late Member of Congress from Connecticut, is pretty sure to be Commissioner of Pensions, and S. Cole of Wayne Co., New-York, at present disbursing Clerk-Chief Clerk of that

Editor of The Rochester Advertiser, T. Hart Hyatt, is certain to be appointed Consul at Turin.

Redemption of U. S. Stock-Board of Visitor to the Military Academy.

Washington, Friday, March 11.
The Union publishes an official notice by the Secretary of the Treasury, that the 5 per cent. Stock of 1853, will be redeemed on the 1st of July, and interest il cease after that day.

The following is the Board of Visitors to the

Military Academy appointed by the President:
Daniel Goodnow, Maine: William G. Batos, Mass.;
C. W. Andrews, Conn.; Henry E. Davies, N. Y.; Francis Hewson, Penn.; John C. Groom, Md.; Kenneth Raynor, N. C.; A. V. Bromby, Ga.; D. Jarvis, Ohio; Joshua Baker, La.; Henry Tutwiler, Ala.; James Purviance, Miss.; G. T. Ward, Fla.; George Temple, Iowa; Henry S. Baird, Wis. Henry S. Baird, Wis.

The Republic says that Mr. Fuller, who was recently shot by Lt. Shaumburg, is now out of danger, and has been removed from the hotel to his own resi-

The Gardiner Claim

WASHINGTON, Friday, March 11, 1853.

In the Criminal Court.—The case of the United States versus Geo, A. Gardiner, indicted for false swearing, in order to obtain an award from the late Mexican Board of Commissioners, was taken up today. District Attorney Fendall and Henry May of Baltimore, appeared for the U. S. and Jos. H. Brddley and James M. Carible of this City, and B. F. Perry of South Carolina for defendant. There being three district cases docketed, Mr. Fendall proposed to take up the case of John Charles Gardiner first—which was objected to by the Counsel for the defendant, on the ground that they

Carolina for defendant. There being three district cases docketed, Mr. Fendall proposed to take up the case of John Charles Gardiner first—which was objected to by the Counsel for the defendant, on the ground that they were not ready for this case and that it was only accessory to that of George A. Gardiner.

The Court decided that the case of George A. Gardiner must first be tried. A Jury was then empanneled, and Mr. May opened the case. He spoke of fits great importance. It was the boldest, largest, and most successful scheme of fraud ever perpetrated against the Government. The dignity and respectability of the United States Government, in the cyes of the world, were at stake on the issue. He gave a succin history of the case, and then stated what the prosecution expected to prove. Dr. Gardiner, in a memorial to the Board of Commissioners, stated that early in the year 1844, he was largely engaged in mining operations in the State of San Luis Potosi, Mexico; employed 500 laborers; had upward of \$300,000 invested in men, buildings, steam engines, horses, mules, and men of science; that in 1849 he was compelled to abandon the establishment, his property having been despoiled by the Mexican solders; that said mines were worth halfs million, and would have yielded him \$50,000 per annum.

The accused filed with this memorial depositions purporting to be from persons residing in Mexico, going to show that he owned said mine. The issue was on the truth or faisity of these assertions. The United States affirmed, and every paper presented by him were false—from beginning to end pure fiction and invention. Gardiner received from the United States as the fruits of the fraud, \$428,750. The mine was so vaguely located it could not be found by the Commissioners, although they offered \$500 reward for it—that persons whose names were furnished as evidence of title could not be found to the found for the was manufactured here—that Dr. Gardiner was a poor dentiat, and never could have worked such a mine as he described; that

ing argument to day, one or two witnesses were called after which the Court adjourned until the morning.

Mr. Fillmore's Visit to the South-Captain Ericsson-The Maryland Oyster Law. We have no Mail south of Richmond, t

Ex-President Fillmore is expected to leave Washington to-morrow for Richmond, He will be received at Acquira Creek by a deputation from the citizens of Richmond, and escorted to the city. On Monday he is to be escorted by a procession to the Capitol, where an address of welcome will be delivered by Williams.

Capt. Ericsson will be the guest of the Vir-Legislature at a complimentary dinner at Rich-to-morrow night.

Isaac R. Smith, owner of the Oyster-boat Volant, captured and condemned at Annapolis, has appealed from the decision, and will carry the question to the Appeal Court to test the constitutionality of the Oyster Law.

Non Arrival of the Africa.

THE HIGHLANDS OF NEVERSINK, Friday, March 11, 1853-10 o'clock P. M. There are no signs of the steamship Africa, now in her 14th day. The wind is from north-east, and it is raining hard.

From Rio-Disaster.

BALTIMORE, Friday, March 11, 1853. A letter from Rio Janeiro says the bark Ala bama, of and from Baltimore, had gunk at sea, and the Captain and crew had arrived at St. Catharines. Rain at Rio was incessnit, retarding the arrivals of coffee. Brig Frances Jane, from St. Thomas, reports falling in with brig Manzanilla, of Prospect, aban with quarter stove, but making no water.

Conl Tolls on the Chesapeake and Ohio

BALTIMORE, Friday, March 11, 1863. The Maryland Board of Public Works has re nised to consent to the proposed reduction of the tolls in Coal, by the Chesapeake and Ohio Canal. The toll will therefore remain at 46 cents portun. We have no mail south of Richmond this

Discovery of Gold in the Cherokee Nation

Advices from Taliguah, Cherokee Nation Advices from Languan, Cherosce Pateron, to the 23d ultimo, state that great existed in the Nation owing to the reported discovery of gold in large quantities on Horse Shoe Creek, in the northern part of the Nation. The yield was said to be \$10 to \$12 a day per man. Large numbers are leaving Maysville for the lo-

Bank Defalcation.

PRILADELPHIA, Friday, March 11, 1853.

A defalcation, said to be to a considerable amount, has been discovered in the Bank of Pennsylvania. A former, or one of the present book-keepers having allowed an outside friend to overdraw his ac-

Chief Justice of New-Jersey. TRENTON, Friday, March 11, 1853.

Hon. H. W. Green, the present Chief Justice, has been renominated, and confirmed by the Senare.

Congressional Nominations in Rhode Island The Whig Congressional Convention last night unanimously nominated Georgo G. King, of New port, as their candidate for the Eastern District, and Cy-rus Harris, of Warwick, for the Western.

Navigation on Lake Eric. CLEVELAND, Friday, March 11, 1853.

The steamer Fashion, from Detroit and Toledo, has arrived outside the ice, but owing to its thickness she is anable to effect an entrance. Men are engaged cutting a passage for her.

Marine Disnater. PROVIDENCE, Friday, March 11, 1853.
Schr. Philadelphia. of and from Portland, Me.,
for New-York, with a cargo of sugar and oil-cloths, went
ashore on Watch Hill Reef this marning. Vessel and Later from Havana-Arrival of the Isabel at Charleston

CHARLESTON, Thursday, March 11, 1853. The steamship Isabel, Capt, Rollins, from Havena and Key West 8th instant, has arrived at this

Private letters dated Havana, 7th March, say that up to the present it is not known what will be the fate of the political prisoners, as the Government is either undecided or desirous to keep its intentions a profound secret up to the last. Much anxiety is felt by the Cubans, and the worst is feared.

HAVANA, Monday, March 7, 1853. The following is an extract from a letter from T. M. Rodney, U. S. Vice-Consul at Matanzas, dated 6th inst: "We changed the residence of our esteemed Vice-President on Tuesday last, from the Cumbri to the Sugar estate of Col. John Chartrand. leaving the Cumbri at 12; o'clock, and dining at the delightful Ariadne at about 4. The Vice-President was considerably fatigued with the journey, but slept that night better. He told me that since he had been on the Island he seems delighted with the change, and is more hopeful and of better heart than since he reached Matanzas, and at present unquestionably better than when he came here. Don't be surprised if the Colonel sends him home a tolerable well man."

At Matanzas the crop of sugar was good. All the molasses for March had been purchased by

Havana was quiet when the Isabel left.

A scarcity of vesseis, high freights, and more abundant receipts of new Sugans have caused the demand to fall of and several purchases have been made at a decline of \(^1_3\) to \(^1_4\). If the same circumstance continue, there is little doubt the decline will generally be established, but as yet quotations are unchanged. The weather is favorable for making Sugan, with heavy rains for the first two days of the month, but since that fine dry weather. Stock of Sugan, 75,000 boxes. Mo-LASSES—There has been a continued domand at 2\(^1_4\) reals per key, qual to 11\(^1_4\)c per gallon, or five one per English cwt. free on board. Several establishments have contracted at that price for all they can deliver during the month, and lower prices cannot be anticipated. For Correct there is a good demand at 8\(^2\)8\(^1_4\)9 for good seconds. Honey firm at 2\(^1_4\). Figure 11 and 12\(^1_4\) for good seconds. Honey firm at 2\(^1_4\). Figure 11 and 12\(^1_4\) for the day, when numerous simultaneous arrivals checked the demand; \(^1_4\)3 ind 2\(^1_4\) for tun have been paid to Cowes and a market. Ceptains were still asking the same rates, which will probably be granted, as there are a small number of disengaged vessels in port. 13 rish have been paid for Sugar in boxes to Northern ports, 6\(^1_4\)2\(^1_4\) for hids. \(^1_4\)2\(^1_4\)3 per 110 gals. Molasses. Exchanors are dull. London has declined to 9\(^1_4\). On Northern cities, 2\(^1_4\)3\(^1_4\)3 per cent. A scarcity of vessels, high freights, and more cities. 24 @3 per cent.

MARINE DISASTERS.

KEY WEST, March 8 .- It is estimated that the repairs necessary upon the wrecked schooner Mon-tauk, of New York, will cost \$3.854. The surveyors recommend her sale. Capt Pendleton is waiting orders

from the owners.

Sobr. John S. Burgess has been repaired, and is ready for sea, and ship Howard, repaired, is loading for New-Brig Motto, of Rutland, and bark A. H. Kimball, of

Rockiand, are both repairing.

Brig Lims is loading with the dry cargo of the ship

Nathl. Kimball.

Daniah bark Sophia is loading with the cargo of the

British brig Cambyses, for Liverpool. The Cambyses
has been condemned and sold, but is now refitting, and
will sail shortly for Boston.

will and shortly for Boston.

Bark Mopang, with her mainmast rotten, is repairing.

Bark R. B. Walker, from Portland for Matanzas,
arrived 2d inst., with loss of spars, and is also repairing.

The damaged cargo and musterials of the ship Math.

Kimball brought \$33,970. Salvage was awarded of

The hull and cargo of the ship Lucy has been appraised at \$159,709. Salvage \$39,000.

NEW-YORK LEGISLATURE.

SENATE ... ALBANY, March. 11, 1853. Mr. Cooley reported for the consideration of the Senate, a bill enlarging the basis of Bank Circu-

Mr. Morgan reported favorably on the bill

to supply Brooklyn with water.

Mr. Pierce moved to refer the Ecclesiastical Devise bill to the Judiciary Committee to amend it, so that grants and devises may vest in accordance with the revised Statutes regulating Religious Corporations.

Mr. Bancock said his bill was not under-

stood. It did not interfere with the vested rights—it sought to put all on one footing.

Mr. Pierce explained the present condition of affairs in relation to devises made to Bishops of the Catholic Church. By the law, as it now exists, if a Bishop possesses property devised to him for ec-clesiastical purposes, on his death his heirs, whether of that church or not, can immediately come in and

Mr. Van Schoonhoven said there was a

Mr. TABER hoped the bill would be referred Mr. I ABER hoped the bill would be referred.

Though he confessed himself an old fashioned Presby terian of the strictest sect, he had no antipathy to the Catholics. Or the contrary, he considered that nothing had been more unwise or to be regretted than the captiousness and intolerance exhibited toward Catholics. The Protestant churches have secular trustees—but the Catholics require that their property shall be held by their religious officers. These questions are serious and most important, and may well command the profound most important, and may well command the profound most important, and may well command the profound consideration of the Judiciary committee. The question embraces all the old doctrine of mortmain—of the expediency of any religious corporation holding land for any other purpose than their immediate uses; and is indeed one of the most important that the Senste could

called to decide.

Mr. Pierce desired only that by his resolution, the Committee should be instructed to report a bill which would be in accordance with the provisions

the Revised Statutes.

Mr. Congress doubted whether the provisions of those Statutes were obligatory. They were permissory. He had understood that the law, as reported by the Committee, affected the Methodist denomination, Several Senators suggested that this was an

Mr. BEERNAN-The Legislature has revised the doctrine of trusts with great severity. Accumula-tions have been discountenanced. The interested par-ties ought to be heard before the Judiciary Committee. After some further debate, the bill was referred without instructions

The Committee of the Whole took up the

ASSEMBLY.

Against the bill incorporating the Niagara Canal Co. ir. West moved to lay the report on the

To erect the County of Marshall from Eric Cattaraugus and Chatauque.
To incorporate the New-York State Law

School.

To allow the Supervisors of Kings Co. to borrow money relative to the Penitentiary of Kings Co.

Mr. Loosis, in compliance with the order of the House, reported the Senate bill imposing toils. After amending the report by striking out "live stock" and "fresh meats," it was concurred in.

The Emigrant bill was referred to be report-

The Emigrant bill was referred to be reported complete.

The bill to provide means to pay the State Debt, and carry on the Public Works was then moved to a third reading.

[Imposes a tax of seven-tenths of a mill on all property, and levies the same tolls on Railroads as are levied on the Canals. Appropriates \$675,000 to the Search Fund; \$140,000 for the payment of Canal claims on work already done; \$20,000 to increase the size of the tooks on the Cayuga and Seneca Canal; and \$30,000 for the ealargement of the Oswego Canal; and the remainder of the revenue desired in the manner stated, be appropriated to the enlargement of the Erie, Genesee Valley and Eack River Canals.]

Mr. W. P. Rosz, hoped the bill would be re-

W. P. Rose, hoped the bill would be referred back to the Committee with special instructions.

After the extraordinary course of the House he might well feat that all persons would be compelled to travel on the Eric Canal, and that the Railroads would be backen.

Messrs. Wood and Ellsworth hoped the bill would be engrossed and printed for the considera-tion of the House, before a vote was passed.

Mr. Osgood moved the previous question.

The bill was then passed-Yeas, 8: Nays, 28. Mr. KENNEDY moved to be excused from voc-He could not vote without placing himself in a position. He was in favor of tolls but against the In voting he must either go against what he ap-ed, or in favor of what he disapproved. Not ex-

Mr. Wood not having the usual opportunity examining the bill, and not fully understanding provisions moved to be executed from voting. Not Mr. Jackson moved a reconsideration of the

wore just taken.

Mr. Osocoop moved the previous question, Mr.

Jackson's motion. Carried. Adjourned.

AFRICA -We find by a series of levelings recently carried across the Islamus of Suos, that instead of there being a difference of thirty feet between the level of the Red Sea and that of the Mediterranean, as has so long been believed, there is in coality little or near—as interest-ing fact.

BAYARD TAYLOR" LETTERS

LXXIV. THE ROCK OF ADEN-VOYAGE ACROSS THE INDIAN OCEAN. Editorial Correspondence of The N. E. Tribune STRAMER ACRELERS, Indian Ocean, ?

Monday, Dec. 20, 1852. On the morning after closing my last letter, we were in the Indian Ocean, having passed Bab-el-Mandeh, the "Gate of Tears." midnight. The barren volcanic headlands of Arabia Felix rose on our left, point beyond point, till at last a larger and leftier mass was declared to be the Rock of Aden. The palegreen water through which we were sailing told of reefs and shoals, and the ship made a wide curve to the eastward before entering the The main land of Arabia presents a level, sandy coast, with few indentations, and the Bay of Adea is formed by two narrow peninsular which project from it at right angles, their extremittes shooting up suddenly into clusters of black, ragged volcanic cones, about 1,500 feet in hight. No description can give any idea of the savage sterility of these mountains. They are masses of cinders and scorize, glowing as it with still unextinguished fires, and the sir around them quivers with the heat radiated from their sides. Their forms exhibit all the violence of the convulsion which created them; heaps of burned fragments, cliffs divided by deep fissures, and sharp, inaccessible cones, shooting upward like congealed flames from the rubbish of extinct craters. Some profane tourist speaks of Aden as resembling with the fires put out"—a forcible simile, but very much to the point.

The town and fortress of Aden occupy the eastern peniasula, which was obtained from the Sultan of Lahadj, in the year 1839, partly by force, and partly by treaty. The sum of \$250,000 was paid to the Sultan by the East India Company, and the chieftain prudently sold what was already more than half wrested from him. Nevertheless, his son and successor did his best to have the bargain annulled, offering to refund the money. This was of course rejected, and the place was for a number of years exposed to assaults from the Arabs of Lahadj, who were violently opposed to the sale, and to the establishment of a foreign colony on the coast. In spite of all precautions, robbery and murder were constantly perpetrated in the town and camp, until the fortifications, on the land-side were completed. At present, there is tolerable security inside of the walls, but no one ventures many miles into the interior, unless attended by a strong armed escort. The barbor of Aden was known to the Romans, and its importance as a point of communication with the Indies seems to have been understood by the Turks, as there are still the remains of fortifications, which were constructed in the time of Solyman the Magnificent. The Rock is about six miles in length, by from two to three in breadth, and its highest point is said to be 1,800 feet above

We ran in, along the western base, until on turning a small headland, we came upon a shel-tered roadstead, in which half a dozen English colliers and a number of small Arab craft lay at anchor. Here our own anchor dropped and the ship was presently surrounded by boats rowed by half-naked blacks, some of whom made themselves entirely so, and commenced diving and splashing in the water, in the hope of getting shillings thrown over for them to fish up. long, one-story white houses and some heaps of Newcastle coal were scattered over a level piece of sand, at the head of the cove, and on a slight eminence towards the sea there was a group of cane huts, built in the Robinson Crusoe style .-On this eminence there is a sunken battery, barely visible from the water, but said to be strong enough to sink any hostile vessel which may attempt to enter the harbor. A few days ago a French corvette, which had been cruising in the Indian Ocean, came into Aden with her guns ready shotted and manned, in full expectation of being fired upon, her commander supposing that Louis Napoleon had already commentate invasion of England.

I went ashore in a small boat, rowed by four Somali, or natives of the African coast, near Cape Gardafui. They appear to be a low variety of the Arab race, having dark brown skins, deep set of eyes, long, straight noses, and hand-some, curling hair. They are less partial to mutton fat than the tribes on the Red Sea, but dye their long locks, which are naturally of a glossy blue-black hue, brown or dark red which imparts a goat-like, satyrical air to their lank, nimble figures. Their language is a very bad Arabic, which I could with difficulty understand. No sooner had we landed than rounded with the owners of donkeys and horses, anxious to hire them to us for a ride to Aden. I had supposed the cluster of buildings in front of the anchorage, to be Aden; the old town, however, is about four miles distant, on the eastern side of the peninsula.

Following a good macadamized road along the shore, I crossed a hill, or rather pile of cinders, beyond which there was a shallow bight, where twenty or thirty Arab boats were anchored. Zigzag walls and lines of fortification ran along the hights in front the loftiest points being occupied by small batteries. It seemed like labor thrown away, to see a chain of fortifications carried with such care around the borders of so forlorn a place. Two miles further, I came to an artificial pass, about forty feet deep, by twenty wide, cut through the comb of the central ridge. It is closed by a ponderous double gateway, and the wall of circumvallation crosses it by an arch. An Indian sepoy stood guard at the gate as I passed through. The road was filled with Arabs from the interior, bringing camelloads of their produce to market, and with the mongrel natives of the African coast. Among the latter I readily distinguished the natives of Adel, the country lying south of Abyssinnia. Major Harris, in his "Highlands of Ethiopia," calls them the "mild-eyed Adael," and truly the expression of their features is feminine in its mildness and gentleness. They, as well as the natives of Aden, speak Arabic, substitu-ting only the Hindoostanee word "sahib" (mas-ter,) for the "Howadji," of Egypt.

Beyond the pass, the town of Aden came into view. It lies in a circular sandy basin, almost enclosed by black mountains of volcanic cinder. The buildings, which are spacious buts of wood, cane or mud, one story in hight. are scattered over an extent of three quarters of a mile. The dry bed of a torrent which divides the town, proves that it sometimes rains at Aden, though I was informed that a heavy fall of rain does not occur more than once or twice a year. A new mosque, a small Christian Church and a tall tower (built, I believe, for an observatory,] were the only objects which distinguished themselves amid the mass of huts. There were two or three feeble attempts at cultivating small square yards of ground, and these pigmy specks of green gave life and cheer-fulness to a scene which would otherwise have been depressing from its utter desolution. The only water on the peninsula is brackish, and disagreeable, which is rarely used in an unmixed state. The Arabs bring a better kind from the opposite headland, for which they are paid at the rate of \$1 50 per 100 gallons. only things the place affords are fish and oysters, and all other supplies must be imported.

There are a number of shops in the town, kept
up by Hindoo merchants, and there for the first time I saw the Parses, or Fire-Worshipper, wearing the high posteboard mitre which is peculiar to his sect.

I made the tour of the airy bamboo huts on the beach, where the 78th regiment is quar-The soldiers were lounging lazily in the for since the wall of defence has been finished, their duties are very light. Some of the officers have brought their families with them, so that there is a small English commu-The temperature of Aden ranges gene raily from 80° to 90°, with a maximum of 98°,

and a minimum of 75°, being more equable than almost cay other place in the world. As there is no mission from vegetable matter, it is considered healthy. An officer who has been stationed there more than four years, informed me that out of minety men whom he brought with him, he had only lost two.

I rode through the bazaar in the native part of the town. The principal commodities were coarse cotton stuffs, dates, sugar, spices and had tobacco. I dismounted at a small codee shop, but both the coffee and the narghileh were so intolerably bad that I gave them to the nearest native. A large crowd of Arabs collected around me, and the most intelligent of them asked me the news from Damascus and Stam boul. They said there had recently been war in Yemen, and that Shekh Hossayn was now at the head of the tribes. Leaving the town, I returned to the western side of the peninsula and visited the Turkish Wall, which is the main defense of the place, on the land side. The Rock of Aden resembles that of Gibraltar in being attached to the main land by a narrow strip of sand, but instead of presenting an unbroken line of precipice, as at the latter place, the hills form a crescent, with the concave side toward the north. The points of this crescent are connected by a powerful wall, further protected by a deep moat and sloping glacis, the hights at each end are crowned with bateries. The Arabs are admitted at a gate at the western extremity, where they must deposit their weapons before entering. Immense sums have been expended on these fortifications, which, though far from being completed, now

afford perfect security against fees by land. The value of Aden as a naval station has been much exaggerated. It has been called the "Gibraltar of the East," perhaps with reason, since, like Gibraltar, it can be of no use without a fleet. At present, it could scarcely be called impregnable, but were it so, might readily be starved into capitulation, as Gibraltar might be, if England should lose her naval supremacy. Nevertheless, as a necessary station on the over land route, its possession is of the utmost import ance to England, and it belongs to her geographically, as the Fillibusters say. The fortifica-tions are most admirably planned. The skill and genius exhibited in their design impressed me far more than the massive strength of Gibraltar. I never felt more forcibly the power of that Civilization which follows the Anglo-Saxon race in all its conquests, and takes root in whatever corper of the earth that race sets its foot. Here, on the farthest Arabian shore, facing the most savage and inhospitable regions of Africa, were Law. Order, Security, Freedom of Conscience and of Speech, and all the material advantages which are inseparable from these. Herein consists the true power and grandeur of the race, and the assurance of its final su-

The population of Aden, which was little more than 1,000 at the time it was sequired by England, now amounts to upward of 29,000. It has almost ruined Mocha and the other Arabian ports on the Red Sea, having usurped the great-er part of their commerce. It is a free port, and the native merchants are but too willing to transfer their trade to it, thereby escaping the burdensome and indiscriminate duties exacted by the Turkish Government. merchants in Mocha, Hodeida and Djidda have petitioned the East India Company to establish Customs at Aden, but without effect. The Achilles took on board 300 tuns of coal, and

at half past nine in the evening fired her signal gun for the passengers to come off. One young lady, however, remained nearly two hours longer, the steamer waiting solely on her account. Less consideration was shown to a luckless native who had fallen asleep in one of the boats and was not observed until we were under way. He as immediately thrown overboard, and left to take his chance of reaching the shore, which was half a mile distant. There was a collier lying about a hundred yards off, but he would not be able to get on board of her so late at night. and the forcing him into the sea, under the cir-cumstances, showed a most criminal disregard

human life. Yesterday, some mountains about a hundred miles east of Aden were in sight; they were our last view of Araby the Blest. We were from fifteen to twenty miles distant from the shore, and the loveliest tints of violet, lilac and rose-color concealed its sterility. Since leaving the Red Sea, the temperature is a few degrees cooler, the thermometer showing 80° at night, and 85° to 87° at noon. The Indian Ocean is calm and peaceful, the violence of the northeast monsoon being over, so that, although it blows in our faces, it only refreshes, our nights and noons. We take our meals under an awning on deck, and some of the passengers prefer sleeping there. Where this open-air possible at sea, a long voyage is endurable— otherwise, rather a thousand miles on land, than hundred on the waters.

This morning, the cessation of the monsoon, the sultriness of the weather, the appearance of the clouds and the arrival of a dove on board, denote the proximity of land. It is the last day of our voyage, and to-night—precisely a month since embarking at Gibraltar—I hope to set foot on the soil of India. We are all heartily rejoiced at the prospect, for our life on board has become very tedious. It is now the ninth day since leaving Aden, which is only 1,664 miles from Bombay—a trip which one of our steamers would make in six days. Besides this, we are already short of coal, and shall barely manage to get into port with what is left. The Achilles, consuming 30 tuns of coal, has only averaged 190 miles a day. I remember that Howland & Aspinwall's steamer Panama, when limited to 13 tuns a day, made the same number of miles during the voyage from Panama to San Fran-

Our fare is so much better than we had on board the Haddington, that we do not complain. The coffee and tea, however, give evidence of astonishing skill, for I never imagined it possi ble that these beverages could be so badly made. The passengers are often quite unable to dishand we have capital bread, the baker being a Chinaman, who keeps secret his manner of preparing it. The curry is genuine, and would compensate for many deficiencies in other respects. As this dish may not be familiar to all your readers, I should state that it consists of fowl or mutton, prepared with a peculiar sauce, and eaten with boiled rice. The art of making it is the sauce, the following being only a few ingredients: cocoa-nut, red-pepper, tur-meric, ginger, pepper, cardamum seeds, and

On Christmas Day we had a handsome banquet on deck, and turkey was liberally dispensed to all on board. The evening was spent in festivities, the passengers dancing polkas on the quarter-deck, the wild Africans yelling and clapping hands amid-ships, and the sailors per-forming hornpipes on the forecastle.

3 P. M .- At noon there was a cry of " Land !" from the foremast, and in a short time the tope of mountains were faintly discernible in the horizon. These were the Western Ghauts, which extend along the Malabar Coast, from Cape Comorin to Surat. The island of Salsette. north of Bombay, next rose, and ere long we distinguished the light-house, at the entrance of the harber. A considerable extent of coast, north and south, was visible, the mountains picturesque and beautiful in their forms, and exhibiting, in their drapery of forests, a marked contrast to the desert hills of Arabia, which we had last seen. We are now near enough to dis-tinguish the city, the dwellings of the residents on Malabar Hill, and the groves of cocos-aut and date trees which cover the island. The sea swarms with fishing-boats, and our native pilot is already on board. We are signalled from the light-house, and being five days behind our time, are no doubt anxiously looked for.

The Bay opens magnificently as we advance. It lies between the islands of Bombay and Salsette and the mainland, and must be fifteen or twenty miles in length. Both shores are moun tainous and thickly covered with the palmy growths of the tropies. All is confiction on board and I also must prepare to set foot on the

The Dutch Boors in South Africa

We learn from a journal of Amsterdam a fact which does not seem to have been made public by the English papers, namely, the recognition by the English Government of the independence of the Cologof Boors established north of Vsal river, in the remote wild country behind Port Natal. These Boors originally emigrated from Cape Colony.

about the year 1835, being dissatisfied with the emanes

pation of their slaves, imposed upon them without is demnity, and the repeal of the law sgainst vagaboodage, which made it impossible for them to keep in order their hired Hottentot laborers. Having suffered heavy osses from these causes, and being otherwise unable o set on with their English rulers, they determined to leave the colony and set up for themselves further to the north, where they could manage their own affairs without English interference. They accordingly made arrangements with a Kaffir chickain, and took possession of part of the country since known as Natalia. where they established themselves as a republic. Here they thrived greatly, making successful war against the Kaffirs who assailed them, and offering to make an alliance with the British colony they had left. This offer was rejected, and difficulties followed, in which the Hollanders say that the English were not only to blame but were guilty of the most shameful outrages. At last the latter declared war against the Republic, and con quered it, using the help of the neighbring Kaffirs. Here upon the majority of the Boors abandoned their farms, and moving farther into the wilderness, sought for new homes and freedom. A number, however, remained, supposing that their right to the property they had ac quired under the Republic would be respected by the British authorities. This did not prove to be the case; their lands were in great measure taken from them, with the promise of an indemnity, and a Commission consisting exclusively of Englishmen, was appointed to fix the amount. But the money was very coming; and meanwhile the Governor gave the Kathru permission to settle among them. The result was con stant insecurity and frequent murder and robbery, with the stealing of cattle and the burning of houses and barns by Kaffir incendiaries. The Boors semi the leading man of their former Republic, Pretorius by name, to Sir Harry Smith to represent their grievances and seek redress, but Sir Harry refused either to see him or to remedy the evil. The consequence was that led by Pretorius, the remaining Boors left the colony and fixed themselves in a territory between Natal and the seat of their brothren who had earlier emigrated New difficulties followed and in August, 1848, the Engish Commander-in-Chief, after having vainly offered £1,000 for the surrender of Pretorius, attacked and dispersed the Boors, who then withdrew still farther into the luterior where the great body of those who had first left Natalia were established. Finally at the end of the year 1848 Sir Harry Smith made a peace, and in the beginning of last year the Commissioners sent out from England to examine into the condition of the frontier dis tricts, decided to make a regular treaty with the Boors. This was done and the independence of the latter fully recognized by the British Government. The boundary line is formed by the Vaal river, north of which the English are to exercise no sovereignty or interference.

Thus, after a struggle of fifteen years the Boors have secured the right to take care of their own affairs During this period of contest and suffering they have had little or no intercourse with their kindred race in Holland, but now it is anticipated that large addition of artisans, traders, farmers, teachers and clergymes will be made to the colony by emigration from the Netherlands. Whether, however, the Dutch will be suffered by the English to develop themselves into a numerous and powerful people in South Africa, is in the negative.

The Bultimore and Philudelphia Railrond To the Editor of The N. Y. Tribune:

Sm: I express the feeling of a large number of persons, passengers between New York and Wash-ington, when I say that the impositions practiced on those who take "through tickets" on that route, amounts to a swindle. In the first place there is on connection at Baltimore, nor the slightest pretense of any ; the train leaves Washington when it gets ready, and reaches Baltimore from fifteen to forty minutes of ter the train has started for Philadelphia. This of course condemns the passengers to remain from one to two hours in lialtimore, where all those who are green enough to do it, pay a quarter dollar extra for being car-ried across the city, while others take refuge at the va-rious hotels, for whose benefit this detention is obviously contrived, as those places could afford to pay a handsome per centage on the half dollars or dollars thus cusningly filehed from "through passengers." All this prepares for another failure to connect at Philadelphia, and,
not to trouble you with too many particulars, the result of the whole system is that the passengers who
ought to arrive at Jersey City between 8 and 9 P. M., got
there any time after midnight; in some cases not sill
day-light. Can you do anything in defense of the sovereign people in this case: Surely, the exposure of such
dishonesty is a duty to the public, and will command
their gratitude. Yours, Many.

We presume this writer has been to the Inauguration. If he has, he has had to pay for his folly. The trains have been crowded to death, and there has been no regularity any where. The arrangements of the Railroad Companies between this City and Washington are too feeble to hold when there is no undue pressage upon them. An inauguration breaks them down altogether. Beside the general fault of incomplete connection at Philadelphia and Baltimore, there are numerous petty impositions at both cities which an " air line" Ed. road can alone remedy.

Secretary Guthrie.

New Yong, Friday, March 11, 1853.
To the Editor of The N. Y. Tribune:
Sin: Your Louisville correspondent, signing

Sin: Your Louisville correspondent, signing himself "Damasippus," in speaking of Secretary Guthie, says: "Even his hundreds of thousands would help him little now;" and in default of an election, to a place in the House of Representatives, for instance, of which he surely envies Mr. Preston, he contented himself with a place in the appointment of the President. Now if your correspondent knows anything, he certainly knows that the Vlith Congressional District is largely Whig, and no Democrat, I care not how popular he may be, can be elected. The Democrats have never had a Representative from the District, and why does "Damasippus" instructe that it is Mr. Guthrie's unpopularity that has kept him out of Congress. No gentleman, I think, would do so. Will you piesse publish this, and oblige a reader of The Tribane.

KENTUCKY.

for the City Officers presented by the Whigs, and the

entire ticket was elected Oswego, N. Y .- The electors of Oswego have for the second time voted spainst granting licences. The Recorder, O. Robinson, Esq., gives no-tice in the city papers that after the first of March, the laws and ordinances upon the subject will be most

MANCHESTER, N. H .- Frederick Smyth has been reflected Mayor by a vote of 1,00% to 804 for Ste Goshes, N. J.—The Citizen's ticket was

lected entire. Clerk, James F. Hoffman; Tressurer,

DEATH PENALTY.—Mr. Watson, in a letter to The Scatinel, says it is quite probable that the bill abolishing the death penalty will pass both branches of the Legislature. We hope it may, for we candidly believe that the sholition of the gallows would be as humane and Christian an act as our State Legislature over performed. It would be progress in the right direction, and would not only be in accordance with the wishes of the "ultra progress school," but would receive the approval of a large majority of the people of the State. The idea that the practice of banging for murder has a bendency to prevent the commission of that crimmures.